

## Driver Age Distribution

Table 15 shows the increase in the number of drivers in Idaho since 1990. These numbers reflect growth in the population of the state and the aging of the baby boomers. Since 1990, there has been a large increase in the number and proportion of drivers over the age of 45.

<b>Table 15</b> <b>Age Distribution of Licensed Drivers: 1990, 2000, 2003</b>					
<b>Age</b>	<b>1990</b>	<b>2000</b>	<b>2003</b>	<b>Change 1990-2003</b>	<b>Change 2000-2003</b>
15*	3,478	9,406	4,492	29.2%	-52.2%
(%)	0.5%	1.1%	0.5%		
16-24	123,114	156,485	149,445	21.4%	-4.5%
(%)	17.4%	17.5%	16.1%		
25-34	151,625	154,133	161,222	6.3%	4.6%
(%)	21.4%	17.3%	17.4%		
35-44	153,976	178,401	172,264	11.9%	-3.4%
(%)	21.8%	20.0%	18.6%		
45-54	100,258	167,821	179,543	79.1%	7.0%
(%)	14.2%	18.8%	19.4%		
55-64	76,255	106,190	126,503	65.9%	19.1%
(%)	10.8%	11.9%	13.7%		
65+	98,967	120,516	132,306	33.7%	9.8%
(%)	14.0%	13.5%	14.3%		
TOTALS	707,673	892,952	925,775	30.8%	3.7%

*\*On September 1, 1989, legislation took effect increasing the driving age from 14 to 16 years old.  
On September 1, 1991, legislation lowered the driving age from 16 to 15 years old.*

The graduated driver's license law took effect January 1, 2001. The law changed the requirements for operating a vehicle with a supervised instruction permit. These requirements must be met to obtain a class D driver's license: the permittee may not apply for a driver's license sooner than 15 years of age and no sooner than 4 months after completing a driver's training course; during the 4 month period, the permittee must accumulate 50 hours of supervised driving time with a licensed driver 21 years of age or older and 10 of the hours must be at night. All occupants of the vehicle must be properly restrained. If the permittee is convicted of any traffic violation or is found in violation of any of the restrictions of the supervised instruction permit, the permit is canceled and the 4 month period starts over from the date a supervised driving permit is reissued. The conditions of the supervised driving permit apply to everyone under 17 years of age that is attempting to obtain a driver's license. Once a class D license is obtained, driving is restricted to daylight hours for persons under 16 years of age. An amendment, taking effect July 1, 2003, allows 15 year old drivers to drive at night, as long as another licensed driver over the age of 21 is present.

## Driver Age and Collision Involvement

**Table 16**  
**Driver Age as a Factor in Collisions: 2003**

Age	Licensed Drivers		Drivers in All Collisions			Drivers in Fatal and Injury Collisions		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
15	4,492	0.5%	263	0.6%	1.2	94	0.6%	1.1
16	11,345	1.2%	1,199	2.7%	2.2	427	2.5%	2.1
17	15,384	1.7%	1,899	4.2%	2.5	706	4.2%	2.5
18	16,553	1.8%	2,231	5.0%	2.8	803	4.7%	2.7
19	17,831	1.9%	1,869	4.2%	2.2	698	4.1%	2.1
20	17,827	1.9%	1,573	3.5%	1.8	617	3.6%	1.9
21	16,654	1.8%	1,416	3.2%	1.8	584	3.5%	1.9
22	18,193	2.0%	1,413	3.1%	1.6	533	3.1%	1.6
23	18,074	2.0%	1,332	3.0%	1.5	506	3.0%	1.5
24	17,584	1.9%	1,208	2.7%	1.4	454	2.7%	1.4
25-34	161,222	17.4%	8,539	19.0%	1.1	3,249	19.2%	1.1
35-44	172,264	18.6%	7,138	15.9%	0.9	2,711	16.0%	0.9
45-54	179,543	19.4%	6,255	13.9%	0.7	2,458	14.5%	0.7
55-64	126,503	13.7%	3,908	8.7%	0.6	1,464	8.6%	0.6
65-74	76,739	8.3%	1,906	4.2%	0.5	683	4.0%	0.5
75+	55,567	6.0%	1,591	3.5%	0.6	627	3.7%	0.6
Not Stated or Other			1,125	2.5%		311	1.8%	
<b>TOTALS</b>	<b>925,775</b>		<b>44,865</b>			<b>16,925</b>		

*\* Involvement is calculated by dividing the percent of drivers in collisions by the percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.*

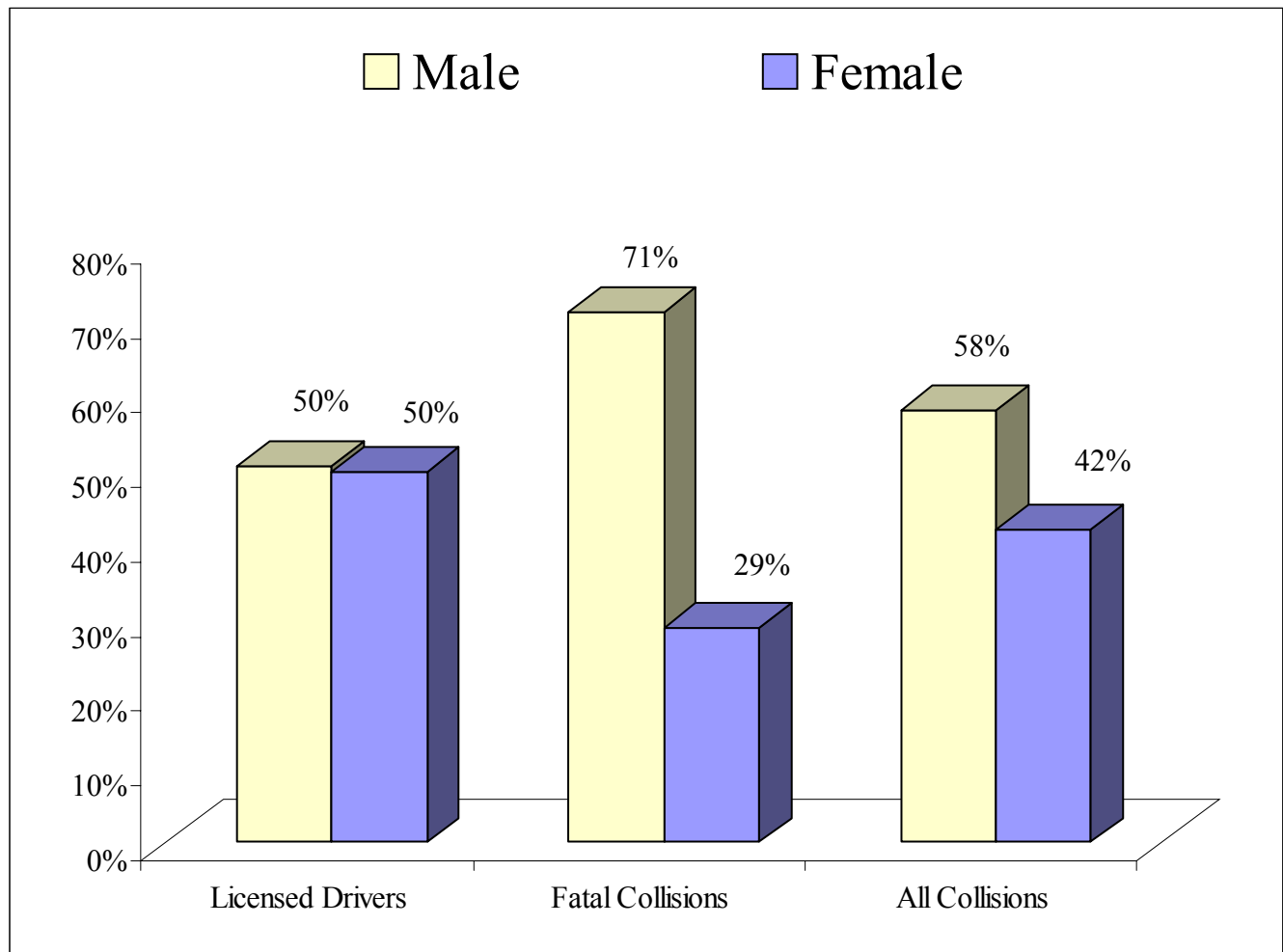
Drivers, ages 19 and under, were involved in 2.3 times as many fatal or injury traffic collisions as expected. This age group comprised 7.1% of all licensed drivers and accounted for 16.6% of drivers in all collisions and 16.1% of drivers in fatal and injury collisions. Drivers, ages 20 to 24, were involved in 1.7 times as many fatal or injury traffic crash as expected.

In 2003, the number of 15 year old drivers in collisions was 79% lower than in 2000 and the number of 15 year old licensed drivers remained 109% lower than 2000 numbers. The number of 16 year old drivers in collisions was 33% lower than in 2000, while the number of 16 year old licensed drivers was 37% lower than 2000 numbers. The number of 17 year drivers in collisions was 11% lower than 2000 numbers and the number of 17 year old licensed drivers was 13% lower than 2000 numbers. These decreases are due, largely, to the graduated driver's license law (Idaho Code 49-307 section 5) that strengthened requirements necessary to obtain a driver's license for new drivers under 17 years of age. Drivers that were 17 years old in 2003 were the first group of drivers subjected to the GDL requirements.

## Driver Gender Information

Figure 9 shows the distribution of male and female licensed drivers, the percentage of drivers involved in all collisions, and the percentage of drivers involved in fatal collisions. Males comprise just over 50% of the licensed drivers, but accounted for 58% of the drivers in all collisions and 71% of the drivers in fatal collisions.

Figure 9  
Comparison by Gender for Driver Licensure, and Collision Involvement: 2003



In 2003, males were 1.4 times more likely than females to be involved in any collision and were 2.4 times as likely as females to be involved in a fatal collision.

## Collision Involvement by Driver Age and Gender

Figures 10 and 11 show driver involvement by age and gender for all collisions and fatal and injury collisions. Figure 11 corresponds with the involvement numbers in table 16 and shows how the involvement numbers breakdown by gender. For example (in Figure 10), 18 year-old male drivers were involved in just over 3 times as many collisions as expected, while female 18 year-old drivers were involved in 2.5 times as many collisions as expected.

Figure 10  
Involvement by Driver Age and Gender in All Collisions: 2003

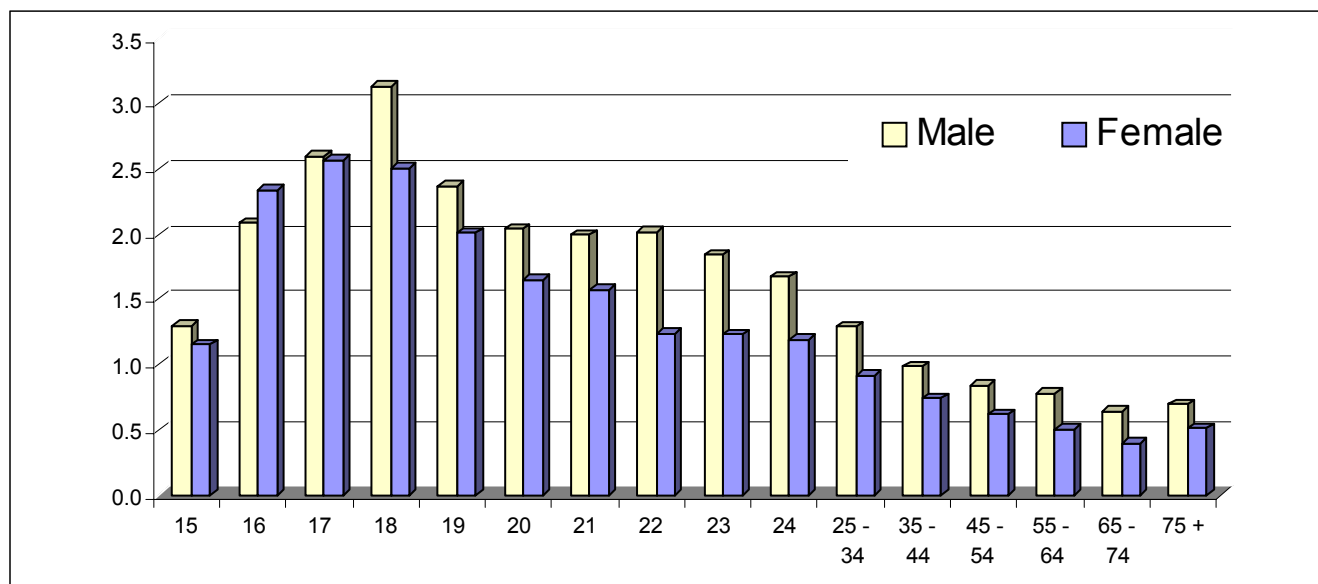
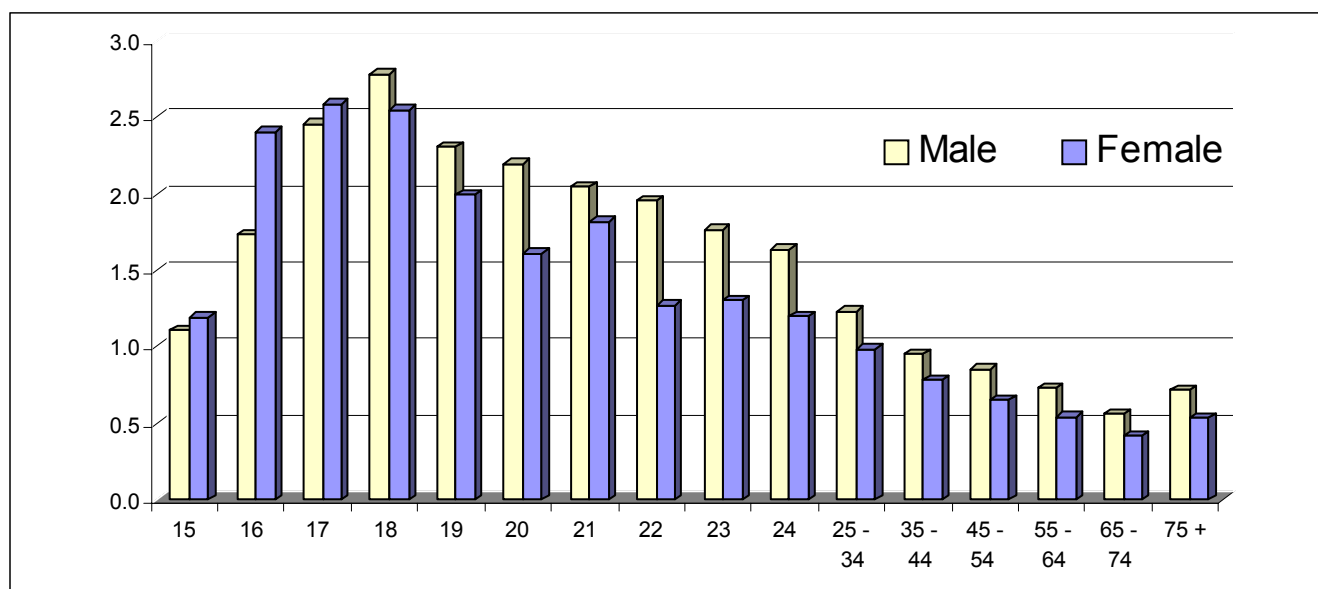


Figure 11  
Involvement by Driver Age and Gender in Fatal & Injury Collisions: 2003



## Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2003 are presented in Table 17. The basic rule violations refer to Idaho Code that requires drivers to operate vehicles at a reasonable, prudent speed for the

conditions and with consideration for actual and potential hazards.

<b>Table 17</b> <b>Top Ten Traffic Violations for Idaho Drivers: 2003</b>		
<b>Violation Type</b>	<b>Number</b>	<b>% of Total</b>
1. Basic Rule / Speeding Violations	88,063	47.3%
2. Safety Restraint Violations	30,377	16.3%
3. Insurance Violations	14,355	7.7%
4. Failure to Stop at Traffic Control Devices	11,523	6.2%
5. Driving Under the Influence	7,406	4.0%
6. Driving Without Privileges - Suspended License	4,733	2.5%
7. Following Too Close	4,837	2.6%
8. Reckless or Inattentive Driving	4,616	2.5%
9. Failure to Yield Right of Way	3,654	2.0%
10. Child Safety Seat Violations	1,562	0.8%
All Other	14,969	8.0%
<b>TOTAL</b>	<b>186,095</b>	

Safety restraint violations are considered secondary violations. Both child safety seat and safety restraint violations are non-moving traffic infractions and are not part of the driving record. Data for these two violations is obtained directly from the judicial system. The remaining violations are moving traffic infractions and data is obtained from driving records.

Table 18 is a breakdown by age for selected traffic violations. The five violations shown comprise 64% of all violations for 2003. The basic rule violations refer to Idaho Code requiring drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

<b>Table 18</b> <b>Selected Traffic Violation Rates for Idaho Licensed Drivers: 2003</b> <b>(Per 100 Licensed Drivers)</b>					
<b>Age</b>	<b>Basic Rule/Speed</b>	<b>Fail to Stop at Stop Sign and Signals</b>	<b>DUI Idaho Residents</b>	<b>Reckless or Inattentive</b>	<b>Following Too Close</b>
15	10.7	3.0	0.1	1.4	1.4
16-19	23.6	3.8	0.9	1.8	1.9
20-24	17.7	2.1	1.7	1.1	0.9
25-34	11.8	1.4	1.1	0.5	0.6
35-44	8.8	1.0	1.0	0.4	0.4
45-54	6.3	0.7	0.6	0.2	0.3
55-64	4.6	0.6	0.3	0.2	0.2
65-74	2.8	0.5	0.1	0.1	0.2
75+	1.5	0.6	0.0	0.1	0.2
Mean	9.2	1.2	0.8	0.5	0.5

Younger drivers, especially those 16 to 19 years old, had violation rates well above the mean in areas shown to be major contributing factors in collisions, i.e., speeding, inattention, following too close, and disregarding stop signs and signals. Drivers age 20-24 had the highest rate for DUI violations.

This information is provided by the Drivers Services Section of the Division of Motor Vehicles within the Idaho Transportation Department and comes directly from driver's license records.

Table 19 presents drivers license suspensions in Idaho for 2003.

<b>Table 19</b> <b>Driver's License Suspensions by Violation Type: 2003</b>		
<b>Violation</b>	<b>Number</b>	<b>% of All Suspensions</b>
Failure to Pay Fine	20,776	29.2%
Failure to Maintain Insurance	19,102	26.9%
Driving Under the Influence	7,805	11.0%
Administrative License Suspension (ALS)*	6,645	9.3%
Driving Without Privileges	5,463	7.7%
Underage Consumption or Possession of Alcohol or Tobacco	3,245	4.6%
Refused Evidentiary BAC Test	1,735	2.4%
Recurrence of Violation	1,272	1.8%
Family Responsibility Law	1,213	1.7%
Points	799	1.1%
Reckless Driving	598	0.8%
All Others	2,447	3.4%
<b>TOTALS</b>	<b>71,100</b>	<b>100.0%</b>
<i>*On July 1, 1994, legislation took effect creating the Administrative License Suspension (ALS) Program to suspend licenses of drivers who fail or refuse to submit to evidentiary testing for DUI. The ALS Program was placed in moratorium on March 17, 1995. The law was reinstated January 1, 1998.</i>		

The two largest categories of suspensions are failure to pay a traffic fine and failure to maintain insurance. These two suspensions account for 56% of all license suspensions. Driving under the influence accounted for 11% of all license suspensions.

The ITD Economics and Research Section provide this information concerning driver's license suspensions